

WINGS

RAPID GROWTH OF HOME  
& INDUSTRIAL CENTRES OF  
QUEENS BOROUGH

WINGS

Queens Factory Output  
Valued at \$225,000,000

Over 1,000 Industrial Plants  
in Borough, Many Being  
Biggest of Their Kind.

VAST SUMS SPENT  
ON WATERFRONT

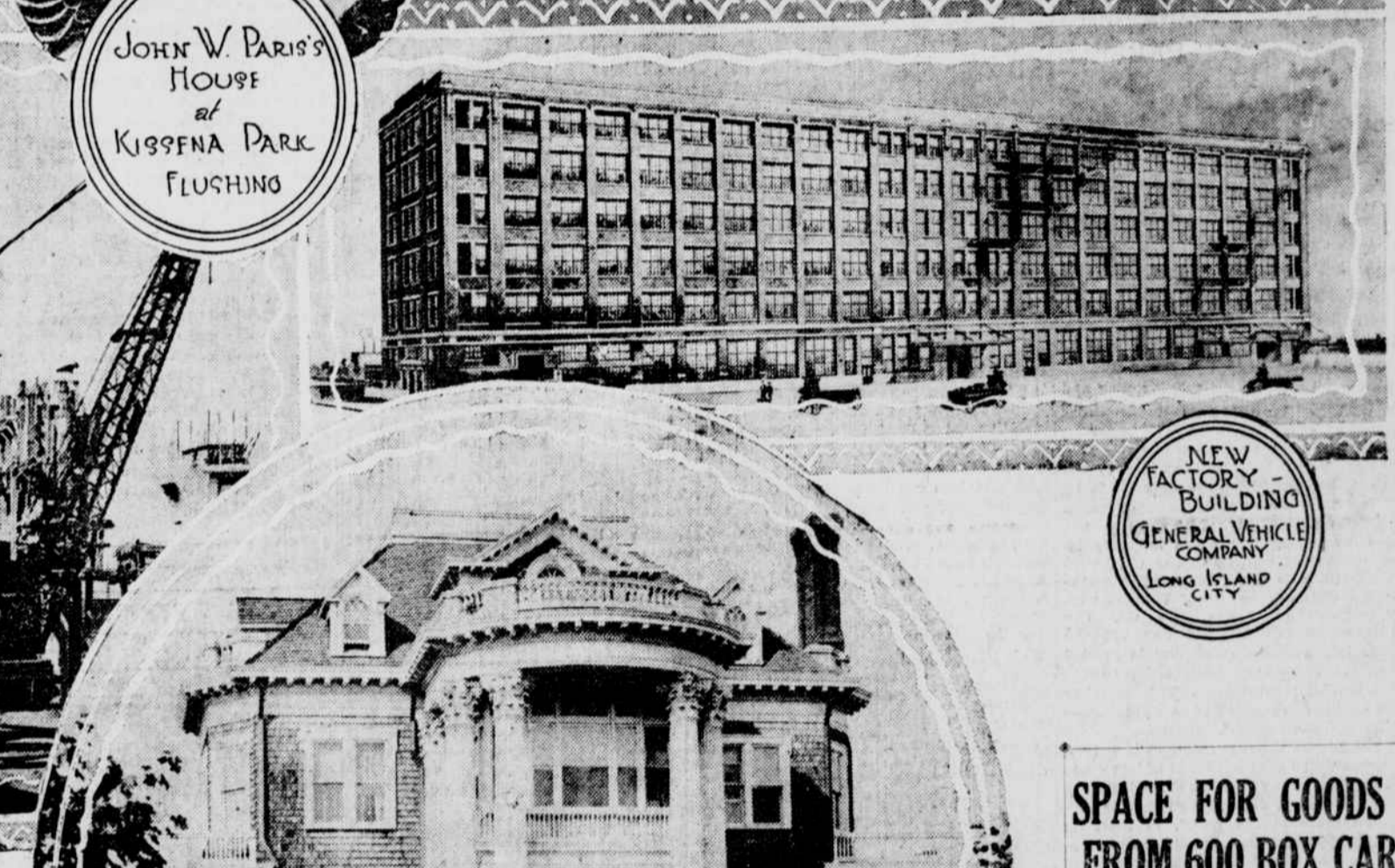
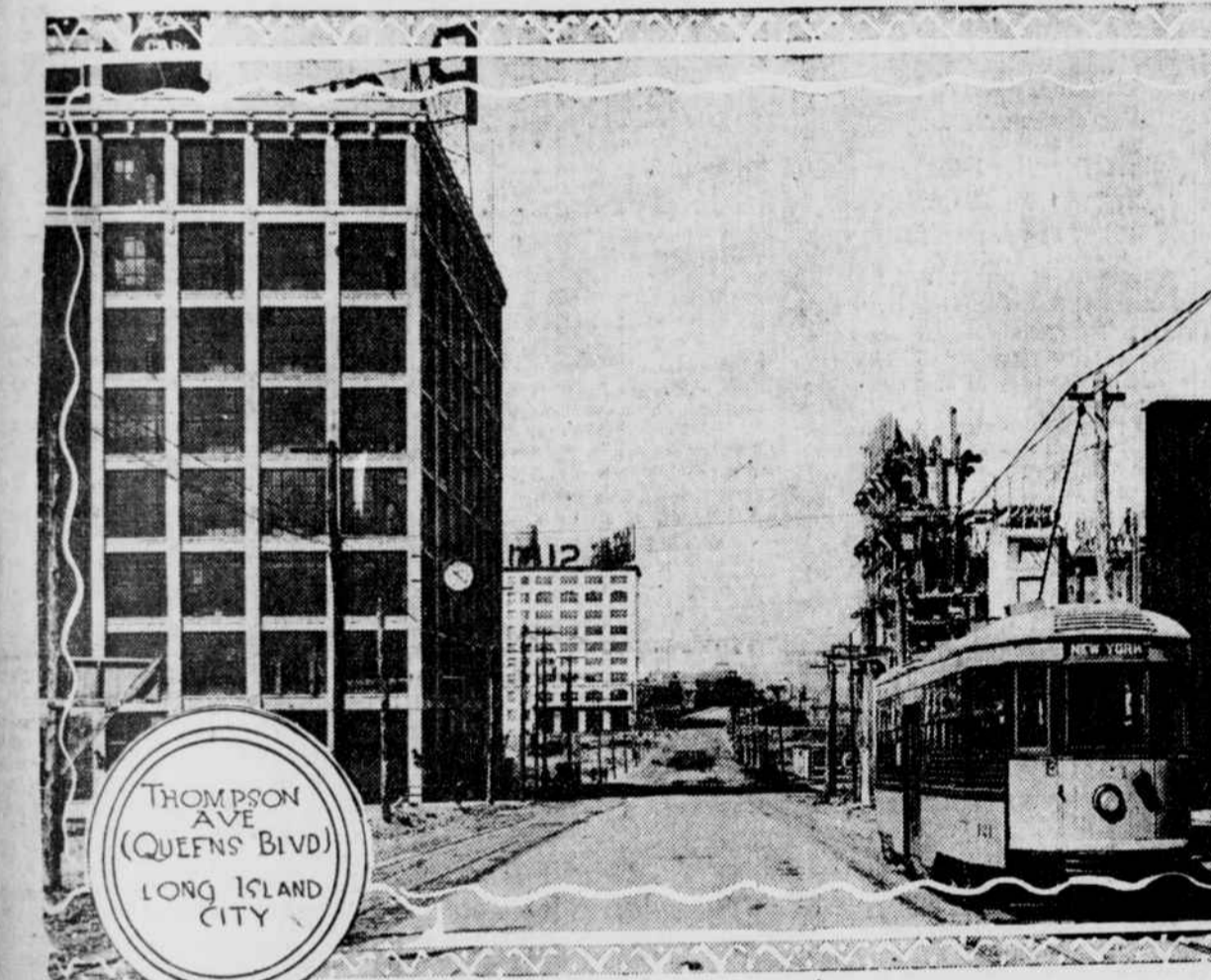
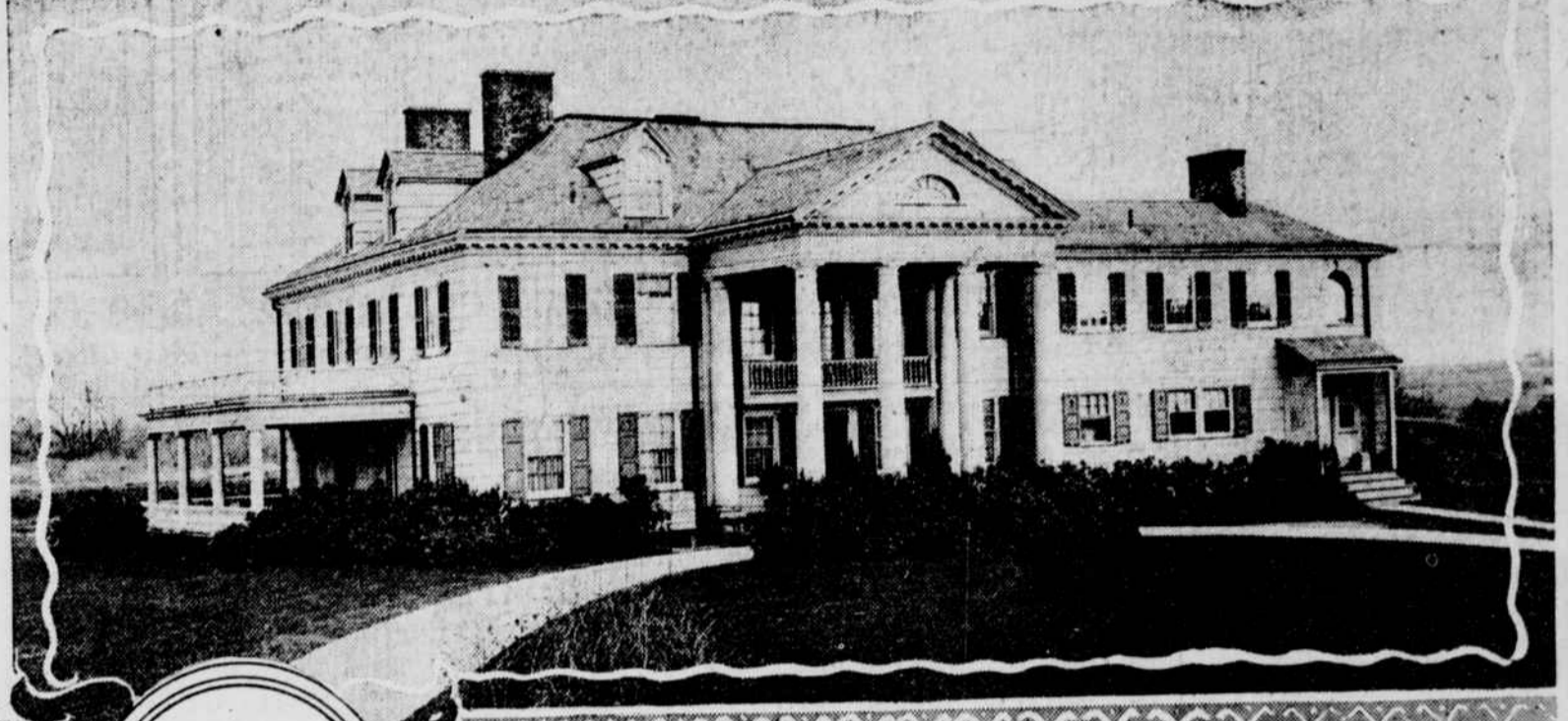
By WALTER I. WILLIS,  
Secretary of the Chamber of Commerce of  
the Borough of Queens.

Queens Borough is proud of the remarkable record of progress it has made in the last few years. The great number of new factories that have been established, the many improvements to its valuable

regarding the reconstruction of the Queensboro Bridge in accordance with the plans of the dual subway system sent the following statement to the Chamber of Commerce of the Borough of Queens last week:

"The Bridge Department is trying to solve this situation so as to meet the objections of some of the Queens people as to the narrowing of the roadway and still make the connection with rapid transit lines that are included in the dual subway system within the two years' time that it will take to construct the work on these extensions into Queens. We believe that we can meet these objections by not narrowing the roadway and at the same time connect the Queens lines across the bridge within two years' time. The details of our plan will be announced shortly."

For the last five years Queens has developed at an average rate of about \$1,500,000 a month in the value of new buildings. In the fifteen years that Queens has been a part of New York City there have been 47,533 new buildings constructed, at a total cost of \$158,891,000, or an average value of approximately \$4,000 a building. In the same period the



waterfront, the thousands of new homes that have been erected in every section of the borough, the great increases in population, and the new transit facilities that have been started or are now under construction have all combined to make Queens Borough the centre of the present and future activity in the industrial and residential market.

The number of factories have increased from 386, with products valued at \$36,000,000 in 1909, to over 1,000 factories, with products valued at \$225,000,000 in 1914. Hundreds of thousands of dollars have been spent in improving the 200 miles of waterfront in the last few years, such as Newtown Creek, with the greatest commerce of any waterway of its size in the world; the East River, Flushing Bay and Jamaica Bay. The population of the borough has increased from 234,000 in 1910 to over 400,000 in 1914, making Queens rank nineteenth in population considered as a city by itself. New trolley lines and extensions to present lines have been started in the last few years, such as the construction of the Manhattan & Queens Traction Corporation, running from the New York end of the Queensboro Bridge over Queens Boulevard in Jamaica; the extension of the Third Avenue Railway across the Queensboro Bridge to Long Island City, and the extension of the Ocean Electric Railway in the Rockaway section. At the present time over forty-two miles of tracks are under construction as part of the Dual Subway System, over which trains of the Brooklyn Rapid Transit and the Interborough system will operate within the next two years to every section of the borough.

New transit facilities cannot be constructed fast enough to keep pace with the rapid growth of the borough. The number of passengers of the Long Island Railroad increased from 26,578,000 in 1910 to over 40,000,000 for the year 1913, necessitating the reconstruction of that part of the Pennsylvania station from which the Long Island Railroad trains are operated. In that same time the number of passengers carried on the trolley lines traversing every section of the borough increased from 34,620,000 to 47,467,000. The following statement of the increase in traffic of all kinds across the Queensboro Bridge since its opening is the best evidence of the growth of Queens in the last few years:

Year	Persons	Trolleys	Vehicles
1909	3,996,800	60,216	523,144
1910	13,500,100	226,301	798,865
1911	19,132,600	276,355	777,815
1912	23,200,000	460,000	950,000
1913	29,000,000	580,000	1,290,000

Despite unfavorable financial conditions and despite the lack of adequate rapid transit facilities at a five cent rate of fare, that have been enjoyed by other boroughs of New York, Queens is building up with a rapidity that would be

the Brooklyn Rapid Transit system from Cypress Hills, Brooklyn, to Jamaica. Of those extensions called for in the dual subway system which connect with the station on the bridge plaza in Long Island City, work on the Astoria extension is practically completed; the construction of the extension to Woodside, Elmhurst and Corona is progressing very rapidly and will be finished by next fall; the construction of the big passenger transfer station on the bridge plaza in Long Island City is now under way, and will be finished in a little more than a year; the Steinway tunnel will be ready for operation by January 1, 1915, and its extension to Queensboro Bridge will be finished shortly after. To connect all these lines across the Queensboro Bridge it is necessary that work be started as soon as possible, as it is estimated that it will take two years from the time the work starts to complete the construction of the bridge.

At a joint meeting of the board of directors and the transit committee of the Chamber of Commerce of the Borough of Queens, held last week, resolutions were adopted opposing any change in the plans of the dual subway system that would delay the inauguration of that part of rapid transit into Queens Borough which passes through the bridge plaza, Long Island City, and requesting the Board of Estimate to make at the earliest possible moment the necessary appropriations requested by the Bridge Department for the reconstruction of the Queensboro Bridge to adapt it for rapid transit trains. It was also the sense of those present at this meeting that the Board of Estimate and the Public Service Commission should take into consideration the serious matter of the reduction in the width of the present roadway by the operation of the Brooklyn Rapid Transit trains, and that if it is finally determined that this roadway must be reduced in width, then any such reduction of roadway be compensated for by providing additional and sufficient roadway space on some part of the bridge or by any other method.

The transit committee of the chamber, of which John Adikes is chairman, has made an exhaustive study of this entire question, has thoroughly examined all plans bearing upon the subject, has considered every alternative plan that has been proposed, has had numerous conferences with the engineers and officials of the Public Service Commission, the Board of Estimate and the Bridge Department and believe they are acting in the best interests of every citizen not only of Queens Borough, but all boroughs of New York City in urging that the appropriations be made at the earliest possible moment to give Queens Borough the rapid transit facilities that are so greatly needed, and for which the Chamber of Commerce has fought for years.

Bridge Commissioner F. J. H. Kracke.



SPACE FOR GOODS  
FROM 600 BOX CARS

This Is One of the Leading  
Features of the New  
B. & O. Warehouse.

The new warehouse of the Baltimore & Ohio Railroad at Eleventh av. and 26th st. is the largest reinforced concrete structure on Manhattan Island according to many building experts.

The building covers about a third of a city block, is ten stories high, while its four acres of floor are designed to store the goods of twelve trains of fifty box cars each. There are a million and three-quarters cubic feet of space ready should occasion require, says "The Edison Monthly."

Freight over the Baltimore & Ohio enters New York through Staten Island, the cars being brought to the city on floats from the yard at St. George's. About fifty floats a day are brought up the bay, and each bears anywhere from ten to twenty cars. They are unloaded in Brooklyn and at docks along the North and East Rivers—the greater number being landed at 26th st., where there is a fan of tracks and the recently built warehouse.

The new structure was erected by the Turner Construction Company. It is built entirely of concrete, something over 75,000 bags of cement being required for the work. Electricity was used almost exclusively in the construction, motors driving the mixers and operating the hoists for material. Now that the building is completed electricity is used exclusively in its commercial operation. Six five-ton elevators are operated by motors of 20 horsepower each; 750 lights illuminate the building, a motor of 7½ horsepower supplies the house pumps, and one of 1 horsepower operates the sump pump. In addition to this, a motor of 5 horsepower drives an air compressor connected with the sprinkler system. This is supplied from roof tanks, one containing 50,000 gallons and flowing by gravity, while the 7,500 gallon tanks flow under pressure. The elevators open directly on the freight platform on the ground floor, and the double siding upon which cars come for unloading is within the building. This siding is designed to take fifteen cars, while the tracks in the yard accommodate eighty more.

Before the warehouse was built the consignee who wanted his goods held until some future date had to haul them to a public warehouse. Now, if goods come before he is ready for them, he simply orders them into the railroad terminal warehouse. He does not handle them until he is ready to take them to his own establishment. All of which is a decided convenience.

THREE CHARMING HOMES  
Property at Belle Haven Park  
Will Be Sold.

Among the many fine residences that overlook Long Island Sound at beautiful Belle Haven Park are the three belonging to the Comp estate.

Almost every rich man has a hobby. Mr. Copp's hobby was the building of beautiful homes, and three of the best examples of what he accomplished in home buildings are the houses and the charming grounds surrounding them which will be sold at public auction on the premises, on Saturday, June 27, at 3 p. m., by the M. Morgenthau, Jr., Company.

The grounds and shrubbery surrounding the houses are well planned and laid out, and the interiors are finished without regard to expense. Every modern improvement has been installed in these houses, and even the garages are so spacious that they can house six automobiles and more, and with their living quarters upstairs would almost make an attractive home in themselves.

Greenwich is only about one hour's ride from Manhattan. The town has all city conveniences—public schools, hospitals, churches, etc.—and among its many prosperous clubs is the Greenwich Country Club with the state championship 18 hole golf course. Close to the property is the Belle Haven Casino, the Yacht Club, and the Riverside Yacht Club. The estate has arranged liberal terms, allowing 10 per cent of the purchase price to be paid in cash.

ONE OF THE BEAUTIFUL HOMES ON STATE ST FLUSHING